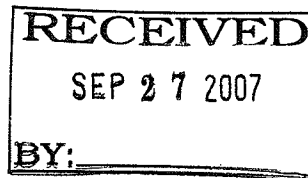




Office of the City Manager

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September 25, 2007

California High Speed Rail Authority
EIR/EIS Comments
925 L Street, Suite 1425
Sacramento, CA 95814

RE: High Speed Rail Draft EIR/EIS

To Whom It May Concern:

Thank you for giving the City of Fremont the opportunity to provide comments on the draft program Environmental Impact Report/Environmental Impact Statement (EIR/EIS) for the Bay Area to Central Valley segment of the proposed high-speed train system. These comments are specifically related to the alternative routes proposed for the Bay Area to Central Valley region. The two primary alignment options between the Bay Area and the Central Valley continue to be the Pacheco Pass into Gilroy and San Jose, or over the Altamont Pass and then through Niles Canyon to Fremont.

Our review of the possible alignments necessitated from the Altamont Pass/Niles Canyon high-speed train alternative indicates an alarming amount of track would need to be elevated through and adjacent to Fremont neighborhoods. After emerging from a long tunnel at the west end of Niles Canyon, three track alignments, north, west, and south, would be required in order to fully serve the Bay Area. These three alignments would all be originating in Fremont, creating an undue burden of visual and auditory impacts on Fremont residents.

In particular, the primary western alignment option to San Francisco would require an aerial structure very close to homes in the Centerville area and would pass over the local business district. The visual impact of the elevated high-speed trains bisecting the neighborhood, and the potential for noise and vibration would be very disruptive to the community. The secondary western alignment option in the draft EIR/EIS seems similarly onerous as it would require a costly subway under Central Park, then emerge on to an aerial track structure through the remainder of Fremont, creating the same environmental concerns as the Centerville route.

In contrast, the Pacheco Pass Alignment alternative appears to offer more practical routes to fully service the Bay Area, while using existing transportation corridors and with minimal disruption of neighborhoods. In addition to the alignment from San Jose to San

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Francisco, the East Bay extension would service Fremont and extend up to Oakland. The East Bay extension would have the least impact on the City of Fremont as it would build on existing transportation infrastructure along I-880, BART and UPRR corridors and pass by fewer homes. The Pacheco route also includes high speed train stations in Warm Springs and Union City to provide easy access for Fremont residents.

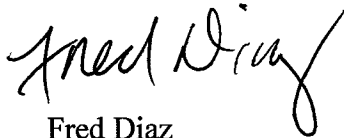
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Cont.

In summary, the City of Fremont supports the Pacheco Pass Alignment with the East Bay Extension, given the relative ease of implementation within Fremont and the level of access to the high-speed train system it provides our community. Comparably, the City opposes the Altamont Pass/Niles Canyon alignment, as it would present the greatest impacts on Fremont neighborhoods, primarily from the western extension alternatives into San Francisco.

Please keep us informed of any future meetings or progress that occurs on this project. We are very interested in staying involved as the project moves forward.

L008-2

Sincerely,

A handwritten signature in black ink, appearing to read "Fred Diaz", written in a cursive style.

Fred Diaz
City Manager

cc: Mayor and City Council
Jim Pierson, Transportation and Operations Director